

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

96

Westmoreland County
Town of Colonial Beach
Town of Montross

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

- | | | |
|--|----------------------|--|
| North
 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |

Special Routes

- | | |
|---|-----------------------|
| Bus
 | Bus - Business Route |
| Bypas - Bypass Route | |
| Truck - Truck Route | |
| ALT
 | ALT - Alternate Route |
| Wve - Wve Route connector | |
-
- | | |
|---|---|
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|---|---|
-
- | | |
|---|---|
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |
|---|---|

Virginia Department of Transportation
Mobility Management Division

2003

Annual Average Daily Traffic Volume Estimates By Section of Route
Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Westmoreland County																	
3	2.84	4400	G	89%	1%	3%	2%	5%	0%		C	0.087	F	0.592	4300	G	2003
3	2.83	6200	G	88%	1%	3%	2%	5%	0%		F	0.077	F	0.64	6200	G	2003
3	2.05	6400	G	88%	1%	3%	2%	5%	0%		F	0.077	F	0.557	6400	G	2003
3	2.83	5400	G	88%	1%	3%	2%	5%	0%		F	0.078	F	0.659	5400	G	2003
3	0.68	5600	G	90%	1%	3%	1%	4%	0%		C	0.079	F	0.643	5600	G	2003
3	3.57	5200	G	90%	1%	3%	1%	4%	0%		F	0.083	F	0.64	5100	G	2003
										To							
Town of Montross																	
3	0.95	5200	N	90%	1%	3%	1%	4%	0%		N	0.083	N	0.64	5100	N	2003
3	1.49	9100	G	93%	1%	2%	1%	3%	0%		C	0.085	F	0.592	9000	G	2003
										To							
Westmoreland County																	
3	2.18	9100	N	93%	1%	2%	1%	3%	0%		N	0.085	N	0.592	9000	N	2003
3	5.60	4200	G	93%	1%	2%	1%	3%	0%		F	0.088	F	0.501	4100	G	2003
										To							
202	0.33	4000	G	92%	1%	3%	1%	3%	0%		C	0.086	F	0.634	4000	G	2003
202	5.39	3800	G	92%	1%	3%	1%	3%	0%		F	0.085	F	0.642	3800	G	2003
202	4.22	3600	G	92%	1%	3%	1%	3%	0%		C	0.087	F	0.599	3600	G	2003
202	2.64	2900	G	92%	1%	3%	1%	3%	0%		F	0.080	F	0.53	2900	G	2003
202	0.60	3500	G	92%	1%	3%	1%	3%	0%		F	0.082	F	0.535	3400	G	2003
202	1.21	2800	G	89%	1%	4%	2%	4%	0%		F	0.081	F	0.54	2800	G	2003
										To							
203	5.82	2400	G	86%	0%	3%	2%	8%	0%		F	0.089	F	0.616	2400	G	2003
203	1.21	800	G	86%	0%	3%	2%	8%	0%		C	0.089	F	0.543	790	G	2003
203 202	0.60	3500	G	92%	1%	3%	1%	3%	0%		F	0.082	F	0.535	3400	G	2003
203	1.73	990	G	86%	0%	3%	2%	8%	0%		F	0.103	F	0.579	980	G	2003
										To							
204	1.73	230	G	97%	0%	2%	0%	0%	0%		C	0.116	F	0.655	230	G	2003
205	3.56	4700	G	95%	0%	2%	1%	1%	0%		F	0.084	F	0.67	4700	G	2003
										To							

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Town of Colonial Beach																		
205	1.79	4700	N	95%	0%	2%	1%	1%	0%		N	0.084	N	0.67	4700	N	2003	
205	0.27	5700	G	95%	0%	2%	1%	1%	0%		F	0.086	F	0.536	5700	G	2003	
Westmoreland County																		
205	3.34	5700	N	95%	0%	2%	1%	1%	0%		N	0.086	N	0.536	5700	N	2003	
205	2.08	5900	G	95%	0%	2%	1%	1%	0%		C	0.085	F	0.641	5900	G	2003	
Wye				From WCL Colonial Beach					To E 96-628									
205	0.02	7200	G	97%	1%	2%	0%	1%	0%						From SR 3 Oak Grove			
Wye				From SR 205					To WCL Colonial Beach									
Town of Colonial Beach																		
Wye				From WCL Colonial Beach					To End State Maintenance SR 205									
Westmoreland County																		
214	2.48	1100	G	95%	1%	2%	1%	1%	0%		C	0.084	F	0.591	1100	G	2003	
				From 96-609					To 96-767									
600	3.21	440	G	95%	2%	2%	0%	1%	0%		F	0.108	F	0.588	440	G	2003	
600	0.93	930	G	95%	2%	2%	0%	1%	0%		C	0.097	F	0.534	920	G	2003	
600	1.72	360	G	95%	2%	2%	0%	1%	0%		F	0.112	F	0.59	360	G	2003	
600	0.81	850	G	95%	2%	2%	0%	1%	0%		F	0.101	F	0.566	840	G	2003	
600	0.43	310	G	95%	2%	2%	0%	1%	0%		F	0.128	F	0.692	310	G	2003	
600	1.95	310	G	95%	2%	2%	0%	1%	0%		F	0.134	F	0.675	310	G	2003	
600	1.28	600	G	95%	2%	2%	0%	1%	0%		F	0.113	F	0.612	600	G	2003	
600	1.16	270	R									NA					06/05/2001	
600	0.72	250	R									NA					06/05/2001	
				From 96-601					To Northumberland County Line									
601	3.00	40	R									NA					06/05/2001	
601	1.20	170	R									NA					06/05/2001	
				From 96-602					To SR 202									
602	1.10	160	R									NA					06/05/2001	
602	0.65	60	R									NA					06/05/2001	
603	1.00	60	R									NA					1998	
				From Dead End					To Dead End									
				From SR 203					To SR 203									

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Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Westmoreland County																	
(604)	1.22	1900	G	94%	1%	2%	1%	3%	0%	SR 203	C	0.085	F	0.589	1800	G	2003
(604)	2.41	1500	G	94%	1%	2%	1%	3%	0%	SR 202	F	0.092	F	0.575	1500	G	2003
(604)	2.06	1200	R	From	96-607						NA				NA		06/14/2001
(604)	0.32	840	G	94%	1%	2%	1%	3%	0%	96-610 WEST	F	0.088	F	0.54	840	G	2003
(604)	0.96	300	R	From	96-610 MID						NA				NA		1998
(605)	0.30	90	R	To	96-610 EAST						NA				NA		1998
(605)	0.05	110	R	From	Dead End						NA				NA		NA
(606)	2.00	240	G	96%	1%	2%	1%	1%	0%	96-612	C	0.093	F	0.56	240	G	2003
(606)	0.86	390	G	96%	1%	2%	1%	1%	0%	96-611 WEST	F	0.092	F	0.507	390	G	2003
(606)	1.62	330	R	From	96-610 EAST						NA				NA		07/05/2001
(606)	1.37	130	R	To	96-604						NA				NA		06/14/2001
(607)	1.40	390	G	90%	1%	5%	2%	1%	0%	96-608	C	0.108	F	0.535	390	G	2003
(608)	0.35	550	G	91%	1%	4%	1%	2%	0%	SR 203	C	0.095	F	0.714	540	G	2003
(608)	1.56	460	R	From	96-607						NA				NA		06/14/2001
(609)	2.36	730	G	94%	1%	3%	1%	1%	0%	96-622	C	0.116	F	0.541	730	G	2003
(610)	1.25	300	R	From	SR 214						NA				NA		07/05/2001
(610)	0.43	530	G	96%	1%	2%	0%	1%	0%	96-611					NA		06/14/2001
(610)	0.93	330	G	94%	3%	2%	1%	1%	0%	96-606 NORTH	C	0.092	F	0.583	520	G	2003
(610)	1.01	290	G	94%	3%	2%	1%	1%	0%	96-606 SOUTH	F	0.099	F	0.563	320	G	2003
(610)	2.45	700	R	From	96-663						NA				NA		06/14/2001
(610)	1.03	200	R	To	96-732						NA				NA		06/14/2001
(610)	0.25	60	R	From	96-716						NA				NA		1998
				To	96-604 WEST						NA				NA		
				From	96-604 MID						NA				NA		
				To	96-604 EAST						NA				NA		
				From	Dead End						NA				NA		

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Annual Average Daily Traffic Volume Estimates By Section of Route
Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Westmoreland County																	
(611)	1.69	970	G	95%	1%	2%	1%	1%	0%		C	0.094	F	0.540	960	G	2003
				From	SR 202					To	96-606 WEST						
				From	96-606 EAST						NA					07/05/2000	
(611)	1.26	380	R									NA					
				From	96-661					To	Dead End						
(611)	0.80	46	R									NA					1998
				From	Dead End						NA						
(612)	0.39	60	R									NA					1998
				From	96-680					To	NA					07/05/2001	
(612)	0.40	360	R									NA					
				From	96-687					To	NA						
(612)	2.02	890	G	92%	1%	4%	0%	3%	0%		F	0.103	F	0.535	880	G	2003
				From	96-692					To	NA						
(612)	3.90	1300	G	92%	1%	4%	0%	3%	0%		C	0.090	F	0.504	1200	G	2003
				From	SR 202 EAST					To	NA						
				From	SR 202 WEST					To	NA						
(612)	0.30	830	G	92%	1%	4%	0%	3%	0%		F	0.111	F	0.625	830	G	2003
				From	96-616					To	NA						
(612)	4.00	400	R									NA					07/05/2001
				From	96-600 NORTH					To	NA						
(612)	2.90	630	R									NA					07/05/2001
				From	96-600 SOUTH					To	NA						
(612)	0.40	130	R									NA					07/05/2001
				From	96-613					To	NA						
(612)	1.00	220	R									NA					1998
				From	SR 3					To	NA						
(613)	0.60	670	R									NA					07/05/2001
				From	SR 3					To	NA						
(614)	2.50	20	R									NA					07/05/2001
				From	Richmond County Line					To	NA						
(615)	2.90	240	R									NA					07/05/2001
				From	96-616					To	NA						
(615)	0.80	660	R									NA					07/05/2001
				From	96-604					To	NA						
(616)	0.31	410	G	96%	2%	2%	0%	0%	0%		F	0.106	F	0.536	400	G	2003
				From	SR 203					To	NA						
(616)	0.93	390	G	96%	2%	2%	0%	0%	0%		F	0.106	F	0.577	390	G	2003
				From	96-614					To	NA						
(616)	0.75	690	G	96%	2%	2%	0%	0%	0%		C	0.099	F	0.537	690	G	2003
				From	96-615					To	NA						
(616)	1.66	590	G	96%	2%	2%	0%	0%	0%		F	0.103	F	0.575	590	G	2003
				From	96-702					To	NA						
(617)	1.50	160	R									NA					1998
				From	Northumberland County Line					To	NA						
(618)	0.85	210	R									NA					07/05/2001
				From	SR 202					To	NA						
				From	96-700					To	NA						

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Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Westmoreland County																	
(618)	0.75	210	R			From	96-700								NA	NA	1998
						To	Dead End										
(619)	0.75	330	G	95%		2%	1%	0%	2%	0%	C	0.106	F	0.514	330	G	2003
						From	Richmond County Line										
						To	96-600										
(620)	0.58	490	R			From	Richmond County Line								NA	NA	1998
						To	SR 203										
(621)	0.60	540	R			From	Richmond County Line								NA	NA	06/05/2001
						To	SR 3										
(621)	2.07	840	G	93%		2%	3%	0%	2%	0%	C	0.091	F	0.714	830	G	2003
						From	96-600 SOUTH										
						To	96-600 NORTH										
(621)	2.13	660	G	93%		2%	3%	0%	2%	0%	F	0.094	F	0.556	660	G	2003
						From	SR 202 EAST										
						To	SR 202 WEST										
(621)	3.18	1800	R												NA	NA	07/09/2001
						To	96-626 NORTH										
						From	96-626 SOUTH										
(621)	0.30	580	G	93%		2%	3%	0%	2%	0%	F	0.088	F	0.569	580	G	2003
						To	96-650 WEST										
(621)	2.30	180	R												NA	NA	06/14/2001
						To	96-650 EAST										
(622)	0.57	720	G	96%		2%	2%	1%	0%	0%	F	0.102	F	0.701	710	G	2003
						To	SCL MONTROSS										
Town of Montross																	
(622)	0.14	890	G	96%		2%	2%	1%	0%	0%	F	0.094	F	0.667	880	G	2003
						To	SR 3 WEST										
(622)	0.04	1400	G	96%		2%	2%	1%	0%	0%	F	0.102	F	0.532	1400	G	2003
						To	96-1201										
(622)	0.25	720	G	96%		2%	2%	1%	0%	0%	C	0.104	F	0.548	720	G	2003
						To	NCL MONTROSS										
Westmoreland County																	
(622)	2.11	550	G	96%		2%	2%	1%	0%	0%	F	0.104	F	0.518	550	G	2003
						To	96-644										
(622)	1.15	400	G	96%		2%	2%	1%	0%	0%	F	0.108	F	0.547	400	G	2003
						To	96-643 WEST										
(622)	0.70	850	G	96%		2%	2%	1%	0%	0%	F	0.105	F	0.567	850	G	2003
						To	96-609										
(622)	2.50	150	R												NA	NA	1998
						To	Dead End										
(623)	0.61	320	R			From	Richmond County Line								NA	NA	1998
						To	SR 3										
(624)	3.38	620	G	93%		0%	3%	1%	3%	0%	C	0.086	F	0.5	620	G	2003
						To	96-640										
(624)	0.55	970	G	93%		0%	3%	1%	3%	0%	F	0.087	F	0.669	960	G	2003
						To	SR 3 EAST										
(624)	2.32	320	R			From	SR 3 WEST								NA	NA	1998
						To	96-1421										

Virginia Department of Transportation
Mobility Management Division

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Annual Average Daily Traffic Volume Estimates By Section of Route
Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail								
Westmoreland County																	
(624)	0.02	170	R			From: 96-1421					NA	NA	1998				
(624)	0.65	40	R			To: 96-1420					NA	NA	07/16/2001				
(624)						To: Dead End											
(625)	1.20	230	R			From: 96-638					NA	NA	07/16/2001				
(625)	1.70	160	R			To: 96-639					NA	NA	07/16/2001				
(625)	4.60	220	R			From: 96-640 NORTH					NA	NA	06/12/2001				
(625)						To: 96-640 SOUTH											
(625)	0.50	70	R			To: 96-677					NA	NA	06/12/2001				
(625)						To: 96-624											
(626)	1.10	560	R			From: 96-612					NA	NA	07/05/2001				
(626)						To: SR 202 EAST											
(626)	3.23	490	G	82%	5%	From: SR 202 WEST	12%	0%	1%	0%	F	0.116	F	0.608	490	G	2003
(626)	3.71	150	G	82%	5%	To: 96-621 NORTH	12%	0%	1%	0%	C	0.112	F	0.625	150	G	2003
(626)	0.60	47	R			To: 96-626 BEGIN LOOP					NA	NA	05/16/2001				
(626)	0.32	30	R			From: 96-739					NA	NA	05/16/2001				
(626)						To: 96-626 END LOOP											
(627)	0.50	220	R			From: 96-600					NA	NA	06/05/2001				
(627)						To: Dead End											
(628)	1.95	540	G	98%	0%	From: King George County Line	2%	0%	0%	0%	F	0.106	F	0.62	540	G	2003
(628)	1.70	780	G	98%	0%	To: 96-630	2%	0%	0%	0%	C	0.095	F	0.635	770	G	2003
(628)	0.45	2500	R			To: SR 205 NORTH					NA	NA	07/11/2001				
(628)	0.90	700	R			From: 96-658					NA	NA	07/11/2001				
(628)	1.32	1000	R			To: 96-633					NA	NA	07/11/2001				
(629)	0.50	440	G	96%	1%	From: King George County Line	2%	0%	0%	0%	C	0.105	F	0.583	440	G	2003
(630)	1.60	380	R			To: SR 205											
(630)	0.30	50	R			From: 96-628					NA	NA	07/16/2001				
(630)						To: SR 205 EAST											
(630)						To: 96-631					NA	NA	07/16/2001				
(631)	1.75	2900	R			From: SR 205 SOUTH					NA	NA	07/16/2001				
(631)	2.30	2800	R			To: 96-628					NA	NA	07/16/2001				
(631)						To: SR 205 NORTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Westmoreland County													
(632)	0.25	270	R			From SR 205				NA		NA	07/11/2001
(632)	0.76	50	R			To 0.25 MN SR 205				NA		NA	07/11/2001
(632)	0.61	150	R			From 1.01 MN SR 205				NA		NA	07/11/2001
(633)	0.63	1000	R			To SR 205				NA		NA	07/11/2001
(633)	0.19	830	R			From 96-628				NA		NA	1998
(633)	0.09	620	R			To 96-1325				NA		NA	1998
(633)	0.24	400	R			From 96-1321				NA		NA	1998
(633)	0.18	360	R			To 96-1320				NA		NA	1998
(633)	0.20	180	R			From 96-1305				NA		NA	1998
(634)	0.80	300	R			To 96-1304				NA		NA	1998
(634)	1.30	300	R			From SR 3 WEST				NA		NA	06/12/2001
(634)	0.30	90	R			To 96-637				NA		NA	07/16/2001
(634)	1.00	330	R			From SR 3 EAST				NA		NA	06/12/2001
(635)	1.95	40	R			To Dead End				NA		NA	1998
(636)	1.40	140	G	82%	5%	9%	2%	2%	0%	F	0.13	F	0.514
(637)	2.32	310	G	82%	5%	9%	2%	2%	0%	C	0.095	F	0.563
(637)	3.50	210	R	92%	2%	3%	1%	2%	0%			NA	06/12/2001
(638)	3.09	720	G	92%	2%	3%	1%	2%	0%	F	0.086	F	0.549
(638)	1.51	1100	G	92%	2%	3%	1%	2%	0%	C	0.088	F	0.519
(638)	1.15	280	R	96-625		SR 3							
(638)	0.81	50	R	96-625		SR 205 SOUTH				NA		NA	05/31/2001
(639)	1.69	60	R	96-625		SR 205 NORTH				NA		NA	07/16/2001
(639)	0.82	ME 96-625		96-654						NA		NA	07/16/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year					
						2Axle	3+Axle	1Trail	2Trail											
Westmoreland County																				
(639)	0.09	60	R			From	96-654					NA		NA		07/16/2001				
						To	SR 3													
(640)	1.10	100	R			From	Dead End					NA		NA		06/12/2001				
						To	96-641													
(640)	1.10	120	R			From	96-637					NA		NA		06/12/2001				
						To	96-637	96%	0%	3%	0%	1%	0%	F	0.152	F	0.511	140	G	2003
(640)	1.20	150	G			From	96-625 NORTH	96%	0%	3%	0%	1%	0%	C	0.114	F	0.575	350	G	2003
						To	96-624													
(641)	0.80	150	R			From	96-637					NA		NA		06/12/2001				
						To	96-640													
(642)	3.40	180	R			From	96-624; 96-625					NA		NA		06/12/2001				
						To	SR 3													
(642)	1.00	20	R			From	SR 3 EAST					NA		NA		07/16/2001				
						To	Dead End													
(643)	0.37	30	R			From	Dead End					NA		NA		07/25/2001				
						To	96-622 WEST													
(643)	1.82	880	G			From	96-622	91%	1%	4%	3%	1%	0%	C	0.088	F	0.507	870	G	2003
						To	96-645													
(644)	2.20	220	R			From	96-622					NA		NA		07/25/2001				
						To	SR 214													
(645)	0.80	180	R			From	Richmond County Line					NA		NA		1998				
						To	96-646													
(645)	1.51	590	R			From	96-646					NA		NA		07/16/2001				
						To	SR 3													
(645)	2.35	2200	G			From	SR 3	95%	1%	2%	1%	1%	0%	C	0.091	F	0.596	2200	G	2003
						To	96-643													
(645)	2.98	1100	R			From	96-643					NA		NA		07/09/2001				
						To	96-649 EAST													
(645)	0.97	110	R			From	96-649 EAST					NA		NA		07/09/2001				
						To	Dead End													
(646)	1.10	340	R			From	Richmond County Line					NA		NA		1998				
						To	96-645													
(647)	0.13	40	R			From	SR 3 WEST					NA		NA		07/09/2001				
						To	WCL MONTROSS													
Town of Montross																				
(647)	0.24	40	R			From	WCL MONTROSS					NA		NA		1998				
						To	SR 3 EAST													
Westmoreland County																				
(648)	0.10	40	R			From	96-645					NA		NA		07/23/2001				
						To	Dead End; Gap Terminus													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(648)	0.40	7	R			From	Dead End; Gap Terminus				NA		NA	NA	07/09/2001
						To	96-643								
(649)	0.40	20	R			From	Dead End				NA		NA	NA	07/09/2001
						To	96-645 EAST								
(649)	0.79	250	R			From	Dead End				NA		NA	NA	07/09/2001
						To	96-1015								
(649)	0.34	80	R			From	Dead End				NA		NA	NA	07/09/2001
						To	Dead End								
(650)	0.26	120	R			From	Dead End				NA		NA	NA	1998
						To	96-621 EAST								
(650)	2.46	490	R			From	91-621 WEST				NA		NA	NA	06/14/2001
						To	96-621								
(651)	0.43	46	R			From	SR 3				NA		NA	NA	06/05/2001
						To	96-628								
(652)	0.62	120	R			From	Dead End				NA		NA	NA	07/11/2001
						To	96-640								
(653)	0.05	46	R			From	0.05 ME 96-640				NA		NA	NA	07/23/2001
						To	96-624								
(653)	0.50	46	R			From	96-639				NA		NA	NA	07/23/2001
						To	SR 3								
(654)	0.11	40	R			From	Dead End				NA		NA	NA	07/16/2001
						To	96-637								
Town of Montross															
(656)	0.18	160	R			From	SR 3				NA		NA	NA	1998
						To	NCL MONTROSS								
Westmoreland County															
(656)	0.42	70	R			From	NCL MONTROSS				NA		NA	NA	1998
						To	Dead End								
(657)	1.10	290	R			From	Dead End				NA		NA	NA	1998
						To	96-770								
(657)	0.29	80	R			From	96-631				NA		NA	NA	07/16/2001
						To	96-628								
(658)	0.73	1200	R			From	96-1300 BEGIN LOOP				NA		NA	NA	07/11/2001
						To	96-1303								
(658)	0.07	670	R			From	96-1303				NA		NA	NA	1998
						To	96-1300 END LOOP								
(658)	2.28	440	R			From	SR 3 WEST				NA		NA	NA	1998
						To	SR 3 EAST								
(659)	0.90	70	R			From	SR 3 EAST				NA		NA	NA	07/23/2001
						To	SR 3								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(660)	0.10	10	R			From	Dead End				NA		NA	NA	07/05/2001
(660)	0.60	110	R			To	96-745				NA		NA	NA	07/05/2001
						To	96-612								
(661)	1.25	90	R			From	96-611				NA		NA	NA	1998
						To	Dead End								
(662)	0.50	290	R			From	SR 202				NA		NA	NA	1998
						To	Dead End								
(663)	0.90	280	R			From	96-610				NA		NA	NA	1998
						To	96-763								
(663)	0.55	150	R			To	Dead End				NA		NA	NA	1998
						From	SR 3								
(664)	1.70	1200	R			From					NA		NA	NA	05/31/2001
						To	96-682								
(664)	0.80	240	R			From	BEGIN LOOP				NA		NA	NA	1998
						To	LOOP END								
(665)	0.80	100	R			From	Dead End				NA		NA	NA	1998
						To	0.80 ME Dead End								
(665)	0.10	150	R			From					NA		NA	NA	1998
						To	96-621 NORTH								
(665)	0.75	160	R			From	92-621 SOUTH				NA		NA	NA	07/09/2001
						To	96-626								
(666)	1.90	120	R			From	96-606				NA		NA	NA	1998
						To	Dead End								
(667)	0.12	60	R			From	Dead End				NA		NA	NA	1998
						To	96-736								
(667)	0.18	250	R			From					NA		NA	NA	1998
						To	96-650								
(668)	0.40	30	R			From	Dead End				NA		NA	NA	07/16/2001
						To	96-695								
(668)	0.50	120	R			From					NA		NA	NA	07/16/2001
						To	SR 202								
(669)	0.50	30	R			From	SR 3				NA		NA	NA	07/16/2001
						To	SR 347								
(669)	0.40	60	R			From					NA		NA	NA	07/16/2001
						To	Dead End								
(670)	0.11	80	R			From	96-604				NA		NA	NA	1998
						To	SR 203								
(671)	0.52	60	R			From	Dead End				NA		NA	NA	1998
						To	96-1402								

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Westmoreland County													
(671)	0.16	70	R			From: 96-1402				NA		NA	1998
						To: 96-610							
(672)	0.87	240	R			From: 96-645				NA		NA	1998
						To: Dead End							
(673)	0.20	20	R			From: Dead End				NA		NA	06/05/2001
						To: 96-621							
(674)	0.83	40	R			From: Dead End				NA		NA	1998
						To: 0.83 ME Dead End							
(674)	1.01	70	R			From: 96-634				NA		NA	1998
						To: Dead End							
(675)	0.84	20	R			From: Dead End				NA		NA	07/05/2001
						To: 96-612							
(676)	0.12	280	R			From: 96-645				NA		NA	1998
						To: 96-694							
(676)	0.30	90	R			From: Dead End				NA		NA	1998
						To: Dead End							
(677)	0.40	200	R			From: Richmond County Line				NA		NA	1998
						To: 96-625							
(678)	0.30	10	R			From: Dead End				NA		NA	06/12/2001
						To: 0.30 MN Dead End							
(678)	1.50	30	R			From: 96-625				NA		NA	06/12/2001
						To: Dead End							
(679)	0.24	180	R			From: Dead End				NA		NA	1998
						To: 96-735							
(679)	0.10	260	R			From: 96-612				NA		NA	1998
						To: Dead End							
(680)	0.94	120	R			From: 96-612				NA		NA	1998
						To: Dead End							
(681)	0.51	130	R			From: Dead End				NA		NA	1998
						To: SCL MONTROSS							
Town of Montross													
(681)	0.13	220	R			From: SCL MONTROSS				NA		NA	1998
						To: 96-1205							
(681)	0.08	320	R			From: SR 3				NA		NA	07/25/2001
Westmoreland County													
(682)	0.09	670	R			From: 96-664				NA		NA	1998
						To: 96-1340							
(682)	0.25	440	R			From: 96-1341 WEST				NA		NA	1998
						To: 96-1341							
(682)	0.53	430	R			From: Dead End				NA		NA	05/31/2001
						To: Dead End							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(683)	0.40	80	R			From King George County Line					NA		NA		06/12/2001
						To Dead End									
(684)	0.31	49	R			From 96-609					NA		NA		1998
						To Dead End									
(685)	0.01	80	R			From SR 3					NA		NA		1998
						To 0.01 ME SR 3									
(685)	0.36	30	R			From SR 347					NA		NA		1998
						To Dead End									
(686)	2.04	40	R			From SR 347					NA		NA		07/16/2001
						To 2.04 MN SR 347									
(686)	0.36	70	R			From Cul-de-Sac					NA		NA		07/16/2001
						To Dead End									
(687)	0.20	160	R			From Dead End					NA		NA		1998
						To 96-612									
(688)	0.60	180	R			From SR 203					NA		NA		1998
						To Dead End									
(689)	0.50	50	R			From Dead End					NA		NA		07/09/2001
						To 96-649									
(690)	1.69	580	R			From Richmond County Line					NA		NA		06/05/2001
						To SR 3									
(691)	0.10	5	R			From Richmond County Line					NA		NA		1998
						To 96-642									
(692)	0.53	220	R			From 96-612					NA		NA		1998
						To 96-764									
(692)	0.77	80	R			From 96-757					NA		NA		1998
						To 96-756									
(693)	0.68	660	R			From 96-609					NA		NA		1998
						To 96-1606									
(693)	1.29	550	R			From 96-1601; 96-1609					NA		NA		1998
						To 96-676									
(694)	0.45	110	R			From Dead End					NA		NA		07/09/2001
						To Dead End									
(695)	0.90	60	R			From 96-668					NA		NA		06/05/2001
						To Dead End									
(696)	0.90	130	R			From Dead End					NA		NA		06/12/2001
						To 96-637									
(697)	0.99	30	R			From Dead End					NA		NA		06/12/2001
						To 96-625									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(698)	0.75	240	R			From	Dead End				NA		NA	NA	1998
						To	96-645								
(699)	0.44	70	R			From	Dead End				NA		NA	NA	07/23/2001
						To	96-643								
(700)	0.50	8	R			From	Dead End				NA		NA	NA	07/05/2001
						To	96-701								
(700)	0.50	90	R			From	96-700				NA		NA	NA	07/05/2001
						To	Dead End								
(701)	0.50	70	R			From	96-700				NA		NA	NA	1998
						To	Dead End								
(702)	0.60	270	R			From	Dead End				NA		NA	NA	1998
						To	96-713								
(702)	0.70	400	R			From	96-616				NA		NA	NA	1998
						To	Dead End								
(703)	0.40	80	R			From	96-645				NA		NA	NA	1998
						To	Dead End								
(704)	1.25	150	R			From	Dead End				NA		NA	NA	1998
						To	96-604								
(705)	0.57	110	R			From	Dead End				NA		NA	NA	1998
						To	96-628								
(706)	0.07	140	R			From	SR 3				NA		NA	NA	06/12/2001
						To	0.07 MS SR 3								
(706)	0.38	60	R			From	Dead End				NA		NA	NA	06/12/2001
						To	Dead End								
(707)	0.30	70	R			From	Dead End				NA		NA	NA	07/16/2001
						To	96-628								
(708)	0.25	20	R			From	96-645				NA		NA	NA	07/09/2001
						To	Dead End								
(709)	0.08	10	R			From	Dead End				NA		NA	NA	07/09/2001
						To	96-645								
(710)	0.60	120	R			From	96-611				NA		NA	NA	1998
						To	96-760								
(711)	1.66	290	R			From	96-621				NA		NA	NA	07/09/2001
						To	Dead End								
(712)	0.41	100	R			From	96-621				NA		NA	NA	1998
						To	96-741								
(713)	0.18	60	R			From	Dead End				NA		NA	NA	07/05/2001
						To	96-702								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(714)	0.20	80	R			From: Dead End					NA		NA	NA	1998
						To: 96-610									
(715)	0.31	45	R			From: 96-718					NA		NA	NA	1998
						To: 96-610									
(716)	0.45	40	R			From: Dead End					NA		NA	NA	1998
						To: 96-610									
(717)	0.45	30	R			From: 96-643					NA		NA	NA	07/23/2001
						To: Dead End									
(718)	0.50	100	R			From: 96-715					NA		NA	NA	1998
						To: 96-604									
(719)	0.10	5	R			From: SR 202					NA		NA	NA	07/05/2001
						To: Dead End									
(720)	0.35	160	R			From: Dead End					NA		NA	NA	1998
						To: SR 3									
(721)	0.35	40	R			From: SR 3					NA		NA	NA	05/31/2001
						To: Dead End									
(722)	0.61	60	R			From: Dead End					NA		NA	NA	07/09/2001
						To: 96-755									
(723)	0.40	140	R			From: Dead End					NA		NA	NA	1998
						To: SR 205									
(724)	0.34	60	R			From: Dead End					NA		NA	NA	1998
						To: 0.34 ME Dead End									
(724)	0.09	130	R			From: 96-612					NA		NA	NA	1998
						To: 96-750									
(724)	1.05	520	R			From: 96-750					NA		NA	NA	07/05/2001
						To: Dead End									
(725)	0.55	160	R			From: Dead End					NA		NA	NA	1998
						To: Dead End									
(725)	0.60	130	R			From: Dead End					NA		NA	NA	1998
						To: 96-607; 96-608									
(726)	0.30	47	R			From: 96-650					NA		NA	NA	1998
						To: Dead End									
(727)	0.31	100	R			From: 96-610					NA		NA	NA	1998
						To: Dead End									
(728)	1.08	370	R			From: 96-612					NA		NA	NA	1998
						To: Dead End									
(729)	0.20	90	R			From: 96-1410					NA		NA	NA	1998
						To: 96-747									
(729)	0.30	80	R			From: 96-610					NA		NA	NA	06/14/2001
						To: 96-610									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(730)	0.35	60	R			From	Dead End							NA	NA	1998
						To	96-650									
(731)	0.20	60	R			From	Dead End							NA	NA	1998
						To	96-610									
(732)	0.50	150	R			From	Dead End							NA	NA	1998
						To	96-610									
(733)	0.75	30	R			From	96-615							NA	NA	07/05/2001
						To	Dead End									
(734)	0.35	60	R			From	96-643							NA	NA	07/23/2001
						To	Dead End									
(735)	0.35	200	R			From	Dead End							NA	NA	07/05/2001
						To	96-679									
(736)	0.10	160	R			From	96-667							NA	NA	1998
						To	BEGIN LOOP									
(736)	0.20	60	R			From	END LOOP							NA	NA	1998
						To	Dead End									
(737)	0.18	110	R			From	96-621							NA	NA	07/09/2001
						To	Dead End									
(738)	0.75	45	R			From	96-711							NA	NA	07/09/2001
						To	Dead End									
(739)	0.40	20	R			From	Dead End							NA	NA	05/16/2001
						To	96-626									
(740)	0.15	60	R			From	Dead End							NA	NA	06/05/2001
						To	96-690									
(741)	0.50	40	R			From	Dead End							NA	NA	1998
						To	96-621									
(742)	0.60	10	R			From	96-634							NA	NA	07/16/2001
						To	Dead End									
(743)	0.28	40	R			From	Dead End							NA	NA	07/25/2001
						To	96-622									
(744)	0.18	70	R			From	Dead End							NA	NA	1998
						To	96-608									
(745)	0.35	60	R			From	96-660							NA	NA	1998
						To	Dead End									
(746)	0.25	120	R			From	Dead End							NA	NA	1998
						To	96-610									
(747)	0.30	20	R			From	Dead End							NA	NA	06/14/2001
						To	96-729									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(748)	0.30	40	R			From	96-615					NA		NA		1998
						To	Dead End									
(749)	1.76	60	R			From	96-610					NA		NA		1998
						To	Dead End									
(750)	0.25	60	R			From	96-724					NA		NA		1998
						To	Dead End									
(752)	0.26	20	R			From	Dead End					NA		NA		1998
						To	96-753 SOUTH									
(752)	0.05	30	R			From	96-753 NORTH					NA		NA		1998
						To	96-610									
(752)	0.35	110	R			From	96-752					NA		NA		06/14/2001
						To	96-752									
(753)	0.15	20	R			From	96-621					NA		NA		1998
						To	Dead End									
(754)	0.30	80	R			From	96-722					NA		NA		1998
						To	Dead End									
(755)	0.15	30	R			From	SR 3					NA		NA		07/09/2001
						To	Dead End									
(756)	0.17	46	R			From	Dead End					NA		NA		1998
						To	96-757									
(756)	0.20	50	R			From	96-692					NA		NA		1998
						To	Dead End									
(756)	0.09	6	R			From	96-756					NA		NA		1998
						To	Dead End									
(757)	0.23	30	R			From	96-692					NA		NA		1998
						To	SR 205									
(758)	0.25	110	R			From	SR 205					NA		NA		1998
						To	0.25 MN SR 205									
(758)	0.07	40	R			From	Dead End					NA		NA		1998
						To	Dead End									
(759)	0.07	580	R			From	Dead End					NA		NA		1998
						To	SR 202									
(760)	0.30	30	R			From	96-710					NA		NA		07/05/2001
						To	Dead End									
(761)	0.47	10	R			From	SR 3 WEST					NA		NA		1998
						To	SR 3 EAST									
(762)	0.17	20	R			From	Dead End					NA		NA		07/25/2001
						To	96-610									
(763)	1.40	50	R			From	96-663					NA		NA		1998
						To	Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(764)	0.58	110	R			From	Dead End				NA		NA		1998
						To	96-692								
(765)	0.20	90	R			From	Dead End				NA		NA		07/09/2001
						To	96-621								
(766)	0.32	NA				From	SR-00003(B)/				NA		NA		
						To	96-00600(B)/RELOCATED 766								
(767)	0.18	NA				From	SR 202				NA		NA		
						To	Dead End								
(768)	0.47	70	R			From	Dead End				NA		NA		07/25/2001
						To	SR 202								
(770)	0.53	90	R			From	96-657				NA		NA		07/25/2001
						To	96-628								
(771)	0.47	130	R			From	96-666				NA		NA		07/25/2001
						To	96-772 EAST								
(772)	0.20	40	R			From	96-771 WEST				NA		NA		07/25/2001
						To	96-771 EAST								
(773)	0.04	30	R			From	Cul-de-Sac				NA		NA		07/25/2001
						To	96-772								
(775)	0.09	80	R			From	Dead End				NA		NA		07/05/2001
						To	SR 3								
(780)	0.88	200	R			From	96-711				NA		NA		07/09/2001
						To	END LOOP								
(790)	0.53	40	R			From	Cul-de-Sac				NA		NA		07/25/2001
						To	Northumberland County Line								
(799)	0.35	290	R			From	Dead End				NA		NA		1998
						To	96-622								
(1001)	0.02	130	R			From	SR 203 WEST				NA		NA		1998
						To	96-1002 WEST								
(1001)	0.20	30	R			From	SR 203 E; 96-1002 E				NA		NA		1998
						To	96-1001 WEST								
(1002)	0.10	100	R			From	SR 203; 96-1001 E				NA		NA		1998
						To	96-1005								
(1003)	0.10	30	R			From	96-1004				NA		NA		1998
						To	SR 203								
(1004)	0.05	20	R			From	96-1003				NA		NA		1998
						To	SR 203								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1005)	0.02	60	R			From	SR 203						NA	NA	1998	
(1005)	0.11	2	R			To	96-1003						NA	NA	06/14/2001	
(1006)	0.20	150	R			From	SR 203						NA	NA	1998	
(1007)	0.03	80	R			To	Dead End						NA	NA	1998	
(1009)	0.12	NA				From	SR 203; 96-608						NA	NA		
(1010)	0.15	90	R			To	Dead End						NA	NA	06/05/2001	
(1015)	0.36	60	R			From	96-600						NA	NA	07/09/2001	
(1016)	0.25	20	R			To	Cul-de-Sac						NA	NA	07/09/2001	
(1017)	0.32	30	R			From	96-649						NA	NA	07/09/2001	
						To	Cul-de-Sac									
Town of Colonial Beach																
(1101)	1.35	670	G	97%	0%	2%	0%	1%	0%	C	0.105	F	0.569	670	G	2003
(1101)	0.06	950	R			From	96-1103						NA	NA	06/18/2001	
(1102)	0.09	80	R			To	96-1108						NA	NA	1998	
(1102)	1.08	260	G	97%	0%	2%	0%	0%	0%	F	0.107	F	0.642	260	G	2003
(1102)	0.12	2900	G	97%	0%	2%	0%	0%	0%	F	0.088	F	0.558	2900	G	2003
(1102)	0.19	4200	G	97%	0%	2%	0%	0%	0%	C	0.085	F	0.546	4200	G	2003
(1102)	0.28	580	G	97%	0%	2%	0%	0%	0%	F	0.095	F	0.631	570	G	2003
(1103)	0.03	90	R			From	SR 205 Y						NA	NA	06/18/2001	
(1103)	0.11	820	G	96%	1%	3%	0%	0%	0%	C	0.092	F	0.558	820	G	2003
(1103)	0.09	2200	R			To	96-1102 North						NA	NA	06/18/2001	
(1103)	0.03	980	G	96%	1%	3%	0%	0%	0%	F	0.099	F	0.601	980	G	2003
(1104)	0.26	60	R			From	96-1121						NA	NA	06/18/2001	
						To	96-1101									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Colonial Beach																	
(1105)	0.26	45	R			From: 96-1121									NA	NA	06/18/2001
						To: 96-1101											
(1106)	0.26	40	R			From: 96-1121									NA	NA	06/18/2001
						To: 96-1101											
(1107)	0.37	190	R			From: 96-1120									NA	NA	06/18/2001
						To: 96-1122											
(1107)	0.58	460	R			From: 96-1103									NA	NA	06/18/2001
						To: 96-1127											
(1107)	0.12	1400	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.544	1400	G	2003	
(1107)	0.06	1400	R			From: 96-1127									NA	NA	06/18/2001
						To: 96-1110											
(1108)	0.21	510	R			From: 96-1107									NA	NA	06/18/2001
						To: 96-1101											
(1109)	0.12	720	R			From: 96-1108									NA	NA	06/18/2001
						To: 96-1110											
(1110)	0.27	870	R			From: 96-1126									NA	NA	06/18/2001
						To: 96-1109											
(1111)	0.21	300	G	97%	0%	1%	1%	0%	0%	C	0.101	F		300	G	2003	
						To: 96-1102											
(1112)	0.28	260	R			From: SR 205 Y									NA	NA	06/25/2001
						To: 96-1113											
(1113)	0.19	110	R			From: 96-1126									NA	NA	06/25/2001
						To: 96-1102											
(1114)	0.60	2900	R			From: SR 205									NA	NA	06/25/2001
						To: 96-1134											
(1115)	0.60	220	R			From: SR 205									NA	NA	06/25/2001
						To: 96-1143											
(1116)	0.32	80	R			From: 96-1159									NA	NA	06/25/2001
						To: Dead End											
(1117)	0.12	45	R			From: 96-1118									NA	NA	06/25/2001
						To: 96-1102											
(1118)	0.19	360	R			From: 96-1127									NA	NA	06/18/2001
						To: SR 205 Y											
(1118)	0.40	400	R			From: SR 205									NA	NA	06/25/2001
						To: SR 1114											
(1119)	0.74	190	R			From: SR 205									NA	NA	06/18/2001
						To: 96-1136 Gap Terminus											
(1119)	0.48	480	R			From: 96-1163 Gap Terminus									NA	NA	06/18/2001
						To: Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Colonial Beach																	
(1120)	0.29	70	R			From: 96-1121									NA		06/18/2001
						To: 96-1153											
(1121)	1.28	620	G	97%	0%	2%	0%	1%	0%	C	0.097	F	0.567	610	G	2003	
						From: 96-1101											
						To: 96-1103											
(1122)	0.25	40	R			From: 96-1121									NA		06/18/2001
						To: 96-1101											
(1123)	0.14	80	R			From: 96-1121 North									NA		06/18/2001
						To: 96-1121 South											
(1124)	0.19	240	R			From: Dead End									NA		06/18/2001
						To: 96-1121											
(1124)	0.26	80	R			From: 96-1121									NA		06/18/2001
						To: 96-1101											
(1125)	0.32	120	R			From: 96-1158									NA		06/18/2001
						To: 96-1102											
(1126)	0.13	1600	G	97%	1%	1%	1%	0%	0%	F	0.092	F	0.54	1600	G	2003	
						From: 96-1127											
(1126)	0.06	1600	G	97%	1%	1%	1%	0%	0%	C	0.094	F	0.651	1600	G	2003	
						From: 96-1125											
(1126)	0.59	920	G	97%	1%	1%	1%	0%	0%	F	0.093	F	0.566	910	G	2003	
						From: SR 205 Y											
(1126)	0.05	420	G	97%	1%	1%	1%	0%	0%	F	0.108	F	0.644	410	G	2003	
						From: 96-1140											
(1126)	0.30	240	G	97%	1%	1%	1%	0%	0%	F	0.103	F	0.522	240	G	2003	
						To: 96-1152											
(1127)	0.10	1300	G	97%	0%	2%	0%	0%	0%	C	0.096	F	0.62	1300	G	2003	
						From: 96-1126											
(1127)	0.17	140	R			From: 96-1107								NA		06/18/2001	
						To: 96-1109											
(1128)	0.18	60	R			From: 96-1121								NA		06/18/2001	
						To: 96-1119											
(1129)	0.28	80	R			From: Dead End								NA		06/18/2001	
						To: 96-1101											
(1130)	0.23	50	R			From: 96-1121								NA		06/18/2001	
						To: 96-1101											
(1131)	0.24	130	R			From: 96-1159								NA		06/25/2001	
						To: 96-1102											
(1132)	0.16	520	R			From: 96-1113								NA		06/25/2001	
						To: 96-1114											
(1133)	0.59	310	R			From: SR 205								NA		06/25/2001	
						To: 96-1134											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Colonial Beach															
(1134)	0.12	70	R			From: 96-1114					NA		NA	NA	06/25/2001
						To: 96-1149									
(1135)	0.27	70	R			From: 96-1160					NA		NA	NA	06/25/2001
						To: 96-1143									
(1136)	0.16	70	R			From: SR 205					NA		NA	NA	06/25/2001
						To: 96-1153									
(1137)	0.09	49	R			From: 96-1126					NA		NA	NA	06/25/2001
						To: 96-1143									
(1138)	0.10	80	R			From: 96-1102					NA		NA	NA	06/25/2001
						To: Dead End									
(1139)	0.10	80	R			From: 96-1102					NA		NA	NA	1998
						To: Dead End									
(1140)	0.27	40	R			From: 96-1160					NA		NA	NA	06/25/2001
						To: 96-1143									
(1141)	0.59	190	R			From: SR 205					NA		NA	NA	06/25/2001
						To: 96-1143									
(1142)	0.58	270	R			From: 96-1143					NA		NA	NA	06/25/2001
						To: SR 205									
(1143)	0.42	130	R			From: 96-1135					NA		NA	NA	06/25/2001
						To: 96-1152									
(1144)	0.20	60	R			From: 96-1121					NA		NA	NA	06/18/2001
						To: 96-1101									
(1145)	0.24	40	R			From: 96-1121					NA		NA	NA	06/18/2001
						To: 96-1101									
(1146)	0.22	48	R			From: 96-1121					NA		NA	NA	06/18/2001
						To: 96-1101									
(1147)	0.27	47	R			From: 96-1121					NA		NA	NA	06/18/2001
						To: 96-1101									
(1148)	0.20	30	R			From: 96-1121					NA		NA	NA	06/18/2001
						To: 96-1119									
(1149)	0.57	180	R			From: SR 205					NA		NA	NA	06/25/2001
						To: 96-1134									
(1150)	0.28	90	R			From: 96-1160					NA		NA	NA	06/25/2001
						To: 96-1143									
(1151)	0.11	47	R			From: 96-1126					NA		NA	NA	06/25/2001
						To: 96-1143									
(1152)	0.55	560	R			From: SR 205					NA		NA	NA	06/25/2001
						To: 96-1143									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Colonial Beach															
(1153)	0.22	100	R			From	SR 205						NA	NA	06/25/2001
						To	96-1136 Gap Terminus								
(1153)	0.45	160	R			From	96-1163 Gap Terminus						NA	NA	06/25/2001
						To	Dead End								
(1154)	0.47	330	R			From	SR 205						NA	NA	06/25/2001
						To	96-1153								
(1155)	0.37	360	R			From	SR 205						NA	NA	06/25/2001
						To	96-1153								
(1157)	0.06	80	R			From	96-1158						NA	NA	06/18/2001
						To	Dead End								
(1158)	0.14	150	R			From	96-1157						NA	NA	06/18/2001
						To	SR 205								
(1159)	0.20	80	R			From	96-1125						NA	NA	06/25/2001
						To	96-1116								
(1160)	0.57	500	R			From	96-1114						NA	NA	06/25/2001
						To	96-1152								
(1161)	0.47	250	R			From	SR 205						NA	NA	06/25/2001
						To	96-1153								
(1162)	0.31	130	R			From	96-1161						NA	NA	06/25/2001
						To	96-1136								
(1163)	0.25	70	R			From	96-1161						NA	NA	06/25/2001
						To	96-1153								
(1164)	0.20	140	R			From	Dead End						NA	NA	1998
						To	SR 205 Y								
(1165)	0.12	40	R			From	96-1144						NA	NA	06/18/2001
						To	96-1120								
(1166)	0.16	910	R			From	SR 205; SR 205 Y						NA	NA	06/25/2001
						To	96-1114								
(1166)	0.06	540	R			From	96-1114						NA	NA	06/25/2001
						To	96-1133								
(1166)	0.06	460	R			From	96-1133						NA	NA	06/25/2001
						To	96-1149								
(1166)	0.13	270	R			From	96-1149						NA	NA	06/25/2001
						To	96-1141								
(1166)	0.05	NA				From	96-01141(B)/						NA	NA	
						To	96-01142(R)/								
(1167)	0.01	140	R			From	SR 205 West						NA	NA	07/11/2001
						To	SWCL Colonial Beach								

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						2Axle	3+Axle	1Trail	2Trail				
Westmoreland County													
(1167)	0.31	80	R			From SWCL Colonial Beach				NA	NA	NA	07/11/2001
						To SCL Colonial Beach							
Town of Colonial Beach													
(1167)	0.01	160	R			From SCL Colonial Beach				NA	NA	NA	07/11/2001
						To SR 205 East							
(1168)	0.04	NA				From 96-01124(B)/				NA	NA	NA	
						To 96-01121(B)/96-01148(R)/							
(1169)	0.14	NA				From 96-01165(B)/				NA	NA	NA	
						To 96-01119(B)/							
Westmoreland County													
(1180)	0.25	80	R			From Dead End				NA	NA	NA	07/23/2001
						To 96-630							
(1181)	0.10	20	R			From Dead End				NA	NA	NA	07/23/2001
						To 96-1180							
Town of Montross													
(1201)	0.07	340	R			From SR 3				NA	NA	NA	07/09/2001
						To 96-622							
(1202)	0.01	20	R			From Dead End				NA	NA	NA	1998
						To 96-1211							
(1202)	0.03	140	R			From 96-1206				NA	NA	NA	1998
						To 96-1207							
(1202)	0.04	200	R			From 96-1207				NA	NA	NA	1998
						To 96-1203							
(1202)	0.05	380	R			From SR 3				NA	NA	NA	1998
						To 96-1203							
(1202)	0.12	470	R			From SR 3				NA	NA	NA	07/09/2001
						To SR 3							
(1203)	0.22	370	R			From SR 3				NA	NA	NA	07/09/2001
						To 96-1202							
(1204)	0.23	190	R			From Dead End				NA	NA	NA	1998
						To SR 3							
(1205)	0.21	110	R			From 96-681				NA	NA	NA	07/09/2001
						To 96-1203							
(1206)	0.15	140	R			From 96-1202				NA	NA	NA	1998
						To 96-1205							
Westmoreland County													
(1207)	0.11	80	R			From Dead End				NA	NA	NA	1998
						To 96-1212; SCL MONTROSS							
Town of Montross													
(1207)	0.16	230	R			From 96-1212; SCL MONTROSS				NA	NA	NA	1998
						To 96-1202							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Montross															
(1208)	0.07	40	R			From	96-1201					NA		NA	1998
						To	Dead End								
(1209)	0.10	90	R			From	SR 3					NA		NA	1998
						To	NCL MONTROSS								
Westmoreland County															
(1209)	0.16	40	R			From	NCL MONTROSS					NA		NA	1998
						To	Dead End								
Town of Montross															
(1210)	0.18	390	R			From	Dead End					NA		NA	1998
						To	SR 3								
(1211)	0.10	120	R			From	96-1202					NA		NA	1998
						To	SCL MONTROSS								
Westmoreland County															
(1211)	0.04	100	R			From	SCL MONTROSS					NA		NA	1998
						To	96-1212								
(1212)	0.34	120	R			From	Dead End					NA		NA	1998
						To	96-1211								
(1212)	0.06	80	R			From	96-1211					NA		NA	1998
						To	SCL MONTROSS								
Town of Montross															
(1212)	0.01	80	R			From	SCL MONTROSS					NA		NA	1998
						To	96-1207 SCL MONTROSS								
(1213)	0.06	180	R			From	96-622					NA		NA	1998
						To	96-1214								
(1213)	0.09	60	R			From	Cul-de-Sac					NA		NA	1998
						To									
Westmoreland County															
(1214)	0.06	60	R			From	96-1213					NA		NA	1998
						To	Cul-de-Sac								
(1300)	0.25	590	R			From	96-1302					NA		NA	07/11/2001
						To	96-658								
(1301)	0.49	60	R			From	Dead End					NA		NA	1998
						To	SR 3; SR 205								
(1302)	0.06	150	R			From	96-1327					NA		NA	07/11/2001
						To	96-1326								
(1302)	0.08	190	R			From	96-1317					NA		NA	07/11/2001
						To									
(1302)	0.64	240	R			From	96-1306					NA		NA	07/11/2001
						To									
(1302)	0.20	710	R			From	96-1300					NA		NA	07/11/2001
						To	96-1309								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1303)	0.10	290	R			From: 96-1302; 96-1309					NA		NA	NA	1998
						To: 96-658									
(1304)	0.45	110	R			From: 96-1313					NA		NA	NA	07/11/2001
						To: 96-1302									
(1305)	0.06	NA				From: 96-1308					NA		NA	NA	
						To: 96-633									
(1305)	0.19	70	R			From: 96-1302					NA		NA	NA	07/11/2001
						To: 96-1316									
(1306)	0.22	190	R			From: WAKEFIELD DR					NA		NA	NA	07/11/2001
						To: 96-1302									
(1307)	0.23	70	R			From: Dead End					NA		NA	NA	07/11/2001
						To: 96-1306									
(1308)	0.36	140	R			From: Dead End					NA		NA	NA	07/11/2001
						To: 96-1302									
(1309)	0.18	150	R			From: 96-1302; 96-1303					NA		NA	NA	1998
						To: Cul-de-Sac									
(1310)	0.56	2300	R			From: 96-638					NA		NA	NA	05/31/2001
						To: 96-1312									
(1310)	0.28	610	R			From: 96-1311					NA		NA	NA	05/31/2001
						To: 96-1310									
(1311)	0.48	420	R			From: 96-1310					NA		NA	NA	1998
						To: 96-1315									
(1312)	0.42	390	R			From: 96-1328					NA		NA	NA	1998
						To: 96-1318									
(1312)	0.44	320	R			From: 0.45 MS 69-1318					NA		NA	NA	05/31/2001
						To: Cul-de-Sac									
(1312)	0.14	70	R			From: 96-1333					NA		NA	NA	05/31/2001
						To: 96-1314									
(1313)	0.06	100	R			From: 96-1314					NA		NA	NA	07/11/2001
						To: 96-1316									
(1313)	0.06	190	R			From: 96-658					NA		NA	NA	1998
						To: Dead End									
(1314)	0.51	120	R			From: 96-1313					NA		NA	NA	1998
						To: Dead End									
(1315)	0.19	130	R			From: 96-1311					NA		NA	NA	1998
						To: Dead End									
(1315)	0.43	110	R			From: 96-1311					NA		NA	NA	1998
						To: Dead End									
(1315)	0.29	310	R			From: Dead End					NA		NA	NA	1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1316)	0.21	50	R			From	96-1332				NA		NA	NA	07/11/2001
(1316)	0.24	90	R			To	96-1313				NA		NA	NA	07/11/2001
						To	96-1306								
(1317)	0.16	60	R			From	96-1305				NA		NA	NA	1998
						To	96-1302								
(1318)	0.22	70	R			From	AZALEA WAY				NA		NA	NA	1998
						To	96-1312								
(1319)	0.39	120	R			From	96-1312 SOUTH				NA		NA	NA	1998
						To	96-1312 NORTH								
(1320)	0.11	80	R			From	Dead End				NA		NA	NA	1998
						To	96-1321								
(1320)	0.38	160	R			From	96-633				NA		NA	NA	1998
						To	96-633								
(1321)	0.18	210	R			From	96-1324				NA		NA	NA	1998
						To	96-1320								
(1322)	0.27	90	R			From	96-1324				NA		NA	NA	1998
						To	96-1323								
(1322)	0.09	70	R			From	96-1323				NA		NA	NA	1998
						To	96-1325								
(1323)	0.20	160	R			From	Cul-de-Sac				NA		NA	NA	1998
						To	96-1322								
(1324)	0.05	40	R			From	96-1325				NA		NA	NA	1998
						To	96-1322								
(1324)	0.12	60	R			From	96-1322				NA		NA	NA	1998
						To	96-1321								
(1325)	0.09	80	R			From	96-1321				NA		NA	NA	1998
						To	Cul-de-Sac								
(1325)	0.29	40	R			From	96-1324				NA		NA	NA	1998
						To	96-1322								
(1325)	0.09	320	R			From	96-1322				NA		NA	NA	1998
						To	96-633								
(1326)	0.20	40	R			From	96-633				NA		NA	NA	07/11/2001
						To	96-1302								
(1327)	0.20	220	R			From	96-1302				NA		NA	NA	07/11/2001
						To	96-633								
(1328)	1.04	630	R			From	Dead End				NA		NA	NA	05/31/2001
						To	96-1315								

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1329)	0.37	1600	R			From: 96-1310					NA		NA		05/31/2001
						To: 96-1328									
(1330)	0.17	NA				From: Dead End/					NA		NA		
						To: 96-01329(B)/									
(1331)	0.22	NA				From: Dead End/					NA		NA		
						To: 96-01329(B)/									
(1332)	0.37	60	R			From: 96-1333 EAST					NA		NA		07/11/2001
						To: Dead End									
(1333)	0.29	80	R			From: 96-1332 WEST					NA		NA		07/11/2001
						To: 96-1332 EAST									
(1334)	0.26	NA				From: LAKEVIEW DRIVE(R)/					NA		NA		
						To: 96-01329(B)/									
(1335)	0.16	30	R			From: 96-682					NA		NA		05/31/2001
						To: 96-1339									
(1336)	0.09	45	R			From: 96-1337					NA		NA		05/31/2001
						To: Cul-de-Sac									
(1337)	0.34	100	R			From: 96-682					NA		NA		05/31/2001
						To: Dead End									
(1338)	0.08	70	R			From: 96-1339					NA		NA		05/31/2001
						To: 96-1337									
(1339)	0.14	49	R			From: 96-1338					NA		NA		05/31/2001
						To: 96-682									
(1340)	0.43	190	R			From: 96-682					NA		NA		05/31/2001
						To: 96-1342									
(1341)	0.16	60	R			From: 96-1340					NA		NA		05/31/2001
						To: 96-682									
(1342)	0.25	30	R			From: 96-1341					NA		NA		05/31/2001
						To: 96-1340									
(1343)	0.66	20	R			From: 96-682 WEST					NA		NA		05/31/2001
						To: 96-682 EAST									
(1344) Blackwell Rd	0.34	NA				From: 96-1343 SOUTH					NA		NA		
						To: Dead End									
(1345)	0.06	80	R			From: 96-1302					NA		NA		07/11/2001
						To: Dead End									
(1346)	0.31	NA				From: LAKE VIEW DRIVE(R)/					NA		NA		
						To: 96-01329(B)/									
(1347)	0.25	NA				From: Dead End/					NA		NA		
						To: 96-01308(L)/RT 1308(R)/									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1401)	0.14	46	R			From	96-1402				NA		NA	NA	1998
(1401)	0.03	90	R			To	96-1403				NA		NA	NA	1998
						To	96-610								
(1402)	0.20	30	R			From	96-1403 WEST				NA		NA	NA	06/14/2001
						To	96-671								
(1403)	0.18	20	R			From	96-1402 EAST				NA		NA	NA	06/14/2001
						To	96-1402 WEST								
(1403)	0.18	30	R			From	0.18 MN 96-1402				NA		NA	NA	06/14/2001
						To	96-1401								
(1404)	0.04	60	R			From	Dead End				NA		NA	NA	1998
						To	96-1402								
(1410)	0.24	50	R			From	96-729				NA		NA	NA	1998
						To	Dead End								
(1420)	0.43	150	R			From	96-624				NA		NA	NA	1998
						To	96-1423								
(1420)	0.01	140	R			From	Dead End				NA		NA	NA	1986
						To	96-624								
(1421)	1.05	130	R			From	96-624				NA		NA	NA	1998
						To	96-1422								
(1422)	0.22	70	R			From	96-1421				NA		NA	NA	1998
						To	Dead End								
(1423)	0.16	30	R			From	Dead End				NA		NA	NA	1998
						To	96-1424								
(1423)	0.52	110	R			From	96-1424				NA		NA	NA	1998
						To	96-1420								
(1424)	0.06	20	R			From	96-1425				NA		NA	NA	1998
						To	96-1423								
(1425)	0.16	20	R			From	Cul-de-Sac				NA		NA	NA	1998
						To	96-1424								
(1501)	0.39	530	R			From	96-626				NA		NA	NA	05/16/2001
						To	96-1509 WEST								
(1501)	0.13	530	R			From	96-1509 WEST				NA		NA	NA	1998
						To	96-1515								
(1501)	0.17	490	R			From	96-1515				NA		NA	NA	1998
						To	96-1502								
(1501)	0.18	330	R			From	96-1502				NA		NA	NA	1998
						To	96-1505								
(1501)	0.05	310	R			From	96-1505				NA		NA	NA	1998
						To	96-1511								

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1501)	0.06	270	R			From	96-1511				NA		NA	NA	1998
(1501)	0.08	210	R			To	96-1508				NA		NA	NA	1998
(1501)	0.09	160	R			To	96-1505				NA		NA	NA	1998
(1501)	0.06	150	R			From	96-1507				NA		NA	NA	1998
(1501)	0.05	130	R			To	96-1509 EAST				NA		NA	NA	1998
(1501)	0.04	80	R			To	96-1504 NORTH				NA		NA	NA	1998
(1501)						From	96-1504 SOUTH				NA		NA	NA	1998
(1502)	0.16	240	R			From	96-1501				NA		NA	NA	1998
(1502)	0.26	210	R			To	96-1513				NA		NA	NA	1998
(1503)	0.26	90	R			To	96-1503				NA		NA	NA	05/16/2001
(1503)	0.09	190	R			From	96-1535				NA		NA	NA	1998
(1503)	0.11	150	R			To	96-1502				NA		NA	NA	1998
(1503)	0.15	100	R			From	96-1541				NA		NA	NA	1998
(1503)	0.35	60	R			To	96-1517 WEST				NA		NA	NA	1998
(1504)	0.28	30	R			From	96-1517 EAST				NA		NA	NA	1998
(1504)	0.17	45	R			To	Cul-de-Sac				NA		NA	NA	1998
(1505)	0.13	80	R			From	96-1501 NORTH				NA		NA	NA	1998
(1505)	0.25	30	R			To	96-1510				NA		NA	NA	1998
(1506)	0.07	50	R			From	96-1501 SOUTH				NA		NA	NA	1998
(1506)	0.07	30	R			To	96-1506				NA		NA	NA	1998
(1507)	0.07	150	R			From	96-1501 EAST				NA		NA	NA	1998
(1507)	0.07	30	R			To	96-1501 WEST				NA		NA	NA	1998
(1508)	0.16	40	R			From	96-1505				NA		NA	NA	1998
(1508)	0.07	50	R			To	Cul-de-Sac				NA		NA	NA	1998
(1509)	0.45	40	R			From	96-1509				NA		NA	NA	1998
(1509)	0.15	40	R			To	96-1501				NA		NA	NA	1998
(1509)						From	96-1509				NA		NA	NA	1998
(1509)						To	96-1501 WEST				NA		NA	NA	1998
(1509)						From	96-1516				NA		NA	NA	1998
(1509)						To	96-1515				NA		NA	NA	1998

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1509)	0.46	30	R			From	96-1515				NA		NA	NA	1998
(1509)	0.11	30	R			To	96-1511				NA		NA	NA	1998
(1509)	0.30	20	R			To	96-1508				NA		NA	NA	1998
(1509)	0.04	20	R			From	96-1507				NA		NA	NA	1998
(1509)	0.09	60	R			To	96-1512				NA		NA	NA	1998
(1509)						From	96-1501 EAST								
(1510)	0.07	40	R			From	96-1504				NA		NA	NA	1998
(1510)						To	Cul-de-Sac								
(1511)	0.10	60	R			From	96-1509				NA		NA	NA	1998
(1511)						To	96-1501								
(1512)	0.02	30	R			From	Cul-de-Sac				NA		NA	NA	1998
(1512)						To	96-1509								
(1513)	0.12	30	R			From	96-1502				NA		NA	NA	1998
(1513)						To	96-1514 SOUTH								
(1513)	0.08	8	R			From	96-1514 NORTH				NA		NA	NA	1998
(1514)	0.22	7	R			From	96-1513 SOUTH				NA		NA	NA	1998
(1514)						To	96-1513 NORTH								
(1515)	0.20	100	R			From	96-1501				NA		NA	NA	1998
(1515)						To	96-1509								
(1516)	0.08	40	R			From	96-1509				NA		NA	NA	1998
(1516)						To	Dead End								
(1517)	0.26	20	R			From	96-1503 WEST				NA		NA	NA	1998
(1517)						To	96-1503 EAST								
(1530)	1.13	230	R			From	96-626				NA		NA	NA	1998
(1530)						To	96-1531 WEST								
(1530)	0.15	100	R			From	96-1531 EAST				NA		NA	NA	1998
(1530)						To	96-1532								
(1530)	0.35	40	R			From	96-1532				NA		NA	NA	1998
(1530)						To	Cul-de-Sac								
(1531)	0.10	30	R			From	96-1530 WEST				NA		NA	NA	1998
(1531)						To	96-1532								
(1531)	0.14	40	R			From	96-1530 EAST				NA		NA	NA	1998
(1531)						To	96-1532								
(1531)	0.06	10	R			From	96-1530 EAST				NA		NA	NA	1998
(1531)						To	96-1531								
(1532)	0.35	30	R			From	96-1531				NA		NA	NA	1998
(1532)						To	96-1530								

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1533)	0.25	20	R			From	Cul-de-Sac				NA		NA	NA	06/14/2001
(1533)	0.45	140	R			To	96-1530				NA		NA	NA	06/14/2001
(1533)	0.17	60	R			To	96-1556				NA		NA	NA	06/14/2001
(1533)	0.02	20	R			From	96-1534				NA		NA	NA	06/14/2001
(1533)						To	Dead End								
(1534)	0.18	50	R			From	96-1533				NA		NA	NA	06/14/2001
(1534)						To	Cul-de-Sac								
(1535)	0.26	80	R			From	96-1503				NA		NA	NA	05/16/2001
(1535)	0.15	90	R			To	96-1540				NA		NA	NA	05/16/2001
(1535)	0.24	160	R			From	96-1536				NA		NA	NA	05/16/2001
(1536)	0.15	80	R			To	96-1530								
(1536)						From	96-1535				NA		NA	NA	05/16/2001
(1536)	0.10	40	R			To	96-1550				NA		NA	NA	05/16/2001
(1536)	0.18	30	R			From	96-1538				NA		NA	NA	05/16/2001
(1536)	0.03	7	R			To	96-1537								
(1537)	0.12	20	R			From	Cul-de-Sac				NA		NA	NA	05/16/2001
(1537)						To	96-1536								
(1538)	0.11	20	R			From	Cul-de-Sac				NA		NA	NA	1998
(1538)	0.09	20	R			To	96-1539				NA		NA	NA	05/16/2001
(1538)						To	96-1536								
(1539)	0.23	8	R			From	96-1540				NA		NA	NA	05/16/2001
(1539)						To	96-1538								
(1540)	0.09	30	R			From	96-1535				NA		NA	NA	05/16/2001
(1540)						To	96-1539								
(1541)	0.11	80	R			From	96-1503				NA		NA	NA	05/16/2001
(1541)						To	96-1542								
(1541)	0.07	60	R			From	96-1544				NA		NA	NA	05/16/2001
(1542)	0.17	20	R			From	96-1541				NA		NA	NA	05/16/2001
(1542)						To	96-1543								
(1543)	0.10	20	R			From	Cul-de-Sac				NA		NA	NA	05/16/2001
(1543)						To	96-1542								

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1544)	0.07	20	R			From:	Cul-de-Sac				NA		NA		05/16/2001
(1544)	0.14	20	R			To:	96-1541				NA		NA		05/16/2001
(1545)	0.12	NA				From:	Cul-de-Sac				NA		NA		
(1546)	0.16	NA				To:	96-01533(B)/				NA		NA		
(1547)	0.33	NA				From:	Dead End/				NA		NA		
(1548)	0.04	NA				To:	DOLPHIN COURT(B)/				NA		NA		
(1548)						From:	96-01533(B)/RT 1547(U)/				NA		NA		
(1550)	0.06	40	R			From:	96-1536				NA		NA		05/16/2001
(1556)	0.40	45	R			To:	Cul-de-Sac				NA		NA		06/14/2001
(1556)	0.05	10	R			From:	96-1533				NA		NA		06/14/2001
(1557)	0.09	7	R			To:	96-1557				NA		NA		06/14/2001
(1557)						From:	Cul-de-Sac				NA		NA		
(1558)	0.18	30	R			To:	96-1556				NA		NA		06/14/2001
(1601)	0.93	350	R			From:	Cul-de-Sac				NA		NA		07/23/2001
(1601)	0.23	250	R			To:	96-609				NA		NA		1998
(1601)	0.30	210	R			From:	96-1611				NA		NA		
(1601)	0.20	190	R			To:	96-1603				NA		NA		1998
(1601)	0.22	180	R			From:	96-1614				NA		NA		1998
(1601)	0.27	160	R			To:	96-1612				NA		NA		1998
(1601)	0.05	150	R			From:	96-1617 WEST				NA		NA		
(1601)	0.13	150	R			To:	96-1615				NA		NA		1998
(1601)	0.70	230	R			From:	96-1617 EAST				NA		NA		
(1602)	0.20	180	R			To:	96-1602				NA		NA		1998
(1602)						From:	96-693; 96-1609				NA		NA		
(1602)						To:	96-1607				NA		NA		1998
(1602)						From:	96-1616				NA		NA		

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1602)	0.43	120	R			From	96-1616				NA		NA	NA	1998
(1602)	0.27	160	R			To	96-1610				NA		NA	NA	1998
(1602)						To	96-1601								
(1603)	0.10	10	R			From	96-1605				NA		NA	NA	1998
(1603)	0.19	40	R			To	96-1604				NA		NA	NA	1998
(1604)	0.16	20	R			From	96-1603				NA		NA	NA	1998
(1604)	0.14	20	R			To	96-1605				NA		NA	NA	1998
(1604)						To	Dead End								
(1605)	0.13	6	R			From	96-1603				NA		NA	NA	1998
(1605)						To	96-1604								
(1606)	0.08	20	R			From	96-693				NA		NA	NA	1998
(1606)						To	Dead End								
(1607)	0.47	40	R			From	BEGIN LOOP				NA		NA	NA	1998
(1607)	0.07	210	R			To	END LOOP				NA		NA	NA	1998
(1607)						From	96-1602								
(1607)	0.06	240	R			To	96-1610				NA		NA	NA	1998
(1607)	0.04	240	R			From	96-1608				NA		NA	NA	1998
(1607)	0.07	260	R			To	96-1609				NA		NA	NA	1998
(1608)	0.30	49	R			From	96-1607				NA		NA	NA	1998
(1608)						To	96-1609								
(1609)	0.07	20	R			From	Cul-de-Sac				NA		NA	07/23/2001	
(1609)						To	96-1608								
(1609)	0.26	40	R			From	96-1607				NA		NA	NA	1998
(1609)						To	96-1607								
(1609)	0.24	290	R			From	96-693; 96-1601				NA		NA	NA	1998
(1610)	0.54	30	R			From	96-1607				NA		NA	NA	1998
(1610)						To	96-1602								
(1611)	0.27	80	R			From	96-1613				NA		NA	NA	1998
(1611)						To	96-1601								
(1612)	0.33	20	R			From	Cul-de-Sac				NA		NA	NA	1998
(1612)						To	96-1601								
(1613)	0.12	10	R			From	Cul-de-Sac				NA		NA	NA	1998
(1613)						To	96-1611								

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1614)	0.33	20	R			From	Dead End				NA		NA	NA	1998
						To	96-1601								
(1615)	0.33	20	R			From	NOMINI DR				NA		NA	NA	1998
						To	96-1601								
(1616)	0.16	60	R			From	96-1602				NA		NA	NA	1998
						To	Cul-de-Sac								
(1617)	0.22	30	R			From	96-1601 WEST				NA		NA	NA	07/23/2001
						To	96-1601 EAST								
(1618)	0.32	30	R			From	96-609				NA		NA	NA	1998
						To	AVIAN COURT								
(1618)	0.09	NA				From	96-01627(L)/								
						To	Dead End/								
(1619)	0.07	30	R			From	96-1601				NA		NA	NA	07/23/2001
						To	Cul-de-Sac								
(1620)	0.05	8	R			From	Cul-de-Sac				NA		NA	NA	07/23/2001
						To	96-1608								
(1622)	0.25	10	R			From	Cul-de-Sac				NA		NA	NA	07/23/2001
						To	96-1601								
(1623)	0.20	20	R			From	96-1616 SOUTH				NA		NA	NA	07/23/2001
						To	96-1616 NORTH								
(1624)	0.12	46	R			From	96-1602				NA		NA	NA	07/23/2001
						To	Cul-de-Sac								
(1625)	0.13	NA				From	96-01611(B)/				NA		NA	NA	
						To	Dead End/								
(1626)	0.16	NA				From	Dead End/				NA		NA	NA	
						To	96-01601(B)/								
(1627)	0.06	NA				From	96-01618(B)/				NA		NA	NA	
						To	Dead End/								
(1628)	0.10	20	R			From	Cul-de-Sac				NA		NA	NA	07/23/2001
						To	96-1611								
(1629)	0.17	NA				From	Dead End/				NA		NA	NA	
						To	96-01601(B)/								
(1630)	0.19	40	R			From	96-1606				NA		NA	NA	07/23/2001
						To	96-693								
(1631)	0.10	60	R			From	96-1630				NA		NA	NA	07/23/2001
						To	96-1632								
(1632)	0.12	20	R			From	Cul-de-Sac				NA		NA	NA	07/23/2001
						To	Cul-de-Sac								

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1633)	0.28	30	R			From	96-693 WEST				NA		NA	NA	07/23/2001
						To	96-693 EAST								
(1634)	0.06	20	R			From	96-693				NA		NA	NA	07/23/2001
						To	Dead End								
(1635)	0.11	9	R			From	96-1634				NA		NA	NA	07/23/2001
						To	Cul-de-Sac								
(1636)	0.22	20	R			From	96-693				NA		NA	NA	07/23/2001
						To	Cul-de-Sac								
(1637)	0.36	20	R			From	96-693 WEST				NA		NA	NA	07/23/2001
						To	96-693 EAST								
(9732)	0.11	40	R			From	96-690				NA		NA	NA	07/23/2001
						To	MONTROSS ELEM SCH								
(9735)	0.20	30	R			From	SR 202				NA		NA	NA	07/05/2001
						To	COPLE PRI SCH								
(9980)	0.23	NA				From	BEGIN LOOP				NA		NA	NA	
						To	96-1301								